

Announcement and Call for Papers

INTERNATIONAL CONFERENCE ON OPTIMIZING PAVING CONCRETE MIXTURES AND ACCELERATED CONCRETE PAVEMENT CONSTRUCTION AND REHABILITATION

November 7 to 9, 2007 – Atlanta, Georgia



SPONSORED BY

**Federal Highway Administration
and**

American Association of State Highway and Transportation Officials

American Concrete Pavement Association

Cement Association of Canada

Concrete Reinforcing Steel Institute

Georgia Department of Transportation

International Society for Concrete Pavements

Portland Cement Association

Transportation Research Board



BACKGROUND

Concrete mixture optimization involves the adaptation of available concrete-making resources to meet varying engineering criteria, construction operations requirements, and economic needs. For concrete paving, the engineering criteria that are most important are workability (matching the concrete to the paving and finishing operations), durability, and strength. Most production concrete paving on the primary roadway network is carried out using slipform pavers that require concrete that is workable, can be easily consolidated, will not segregate, and can be finished to achieve the desired geometric shape. The finished end product needs to be durable—no early-age or materials-related distresses. The requirements related to durability are very important, as it is becoming an established practice in the United States to require that concrete pavements provide low-maintenance service lives of 40 or more years.

Another requirement that is defining how concrete pavements are constructed relates to the need to maintain an accelerated schedule for concrete pavement construction and rehabilitation. Many State highway departments are finding that considerable resources are needed to lessen the negative effects resulting from construction within high-volume traffic areas. These adverse effects include traffic congestion, loss of productivity, hazardous and costly construction operations, and difficult inspection and testing conditions.

This 2 ½-day conference is being organized as a part of technology transfer activities for the national Concrete Pavement Technology Program that operates within the Federal Highway Administration. The conference will provide an international forum to address various aspects of concrete mixture optimization and accelerated concrete pavement construction and rehabilitation that result in long life for concrete pavements.

CONFERENCE TOPICS

Papers and conference presentations are solicited both nationally and internationally on a wide range of topics dealing with technologies to optimize concrete mixture to meet a range of needs, including slipform paving requirements and the need for durability, and technologies for accelerated concrete pavement construction and rehabilitation. Papers on international experiences and practices are especially welcomed. Papers and presentations dealing with emerging issues related to these topics are also encouraged. Specifically, papers are solicited on the following topics:

1. U.S. and international experience on concrete mixture optimization:
 - a. Concrete workability, durability, and strength.
 - b. Locally available material resources.
 - c. Need for conventional as well as accelerated construction.
 - d. Mitigation of materials-related distress.
 - e. Economic tradeoffs.
2. Best construction practices for accelerated construction and rehabilitation.
 - a. Evaluation of potential strategies (including use of life cycle cost analysis) and contracting issues.
 - b. Mitigation of congestion (traffic management) and user costs.
 - c. Short-term (daytime/nighttime/weekend) versus full closures.
 - d. Contractor and equipment concerns—what is needed to ensure successful accelerated construction.
 - e. Concrete requirements, production rates, and testing needs.
3. Agency and contractor training needs.

PRELIMINARY TECHNICAL PROGRAM

The conference program will consist of about 36 peer-reviewed papers and selected invited presentations. Highlights of the conference will be case studies from U.S. highway agencies, industry, and international practices. The tentative technical program is shown below:

Tuesday, November 6	Wednesday, November 7	Thursday, November 8	Friday, November 9
	<i>Group Breakfast</i>	<i>Group Breakfast</i>	<i>Group Breakfast</i>
	Plenary	Concrete Mixtures 1	Session/Workshop
	U.S. Regional Practices 1	Concrete Mixtures 2	Session/Workshop
	<i>Group Lunch</i>	<i>Group Lunch</i>	<i>End of Conference</i>
	International Practices	Accelerated Construction 1	
	U.S. Regional Practices 2	Accelerated Construction 2	
<i>Reception</i>	<i>Group Dinner</i>	<i>Dinner on Your Own</i>	

PAPER SUBMISSION AND PEER REVIEW

Paper acceptance will be on the basis of peer review of manuscripts. The presentation and manuscript must not be of a commercial nature, and must not have been previously published. Abstracts must be received by March 1, 2007, for consideration for the program (send to swlim@CTLGroup.com).

Papers will be limited to the lesser of 7,500 words or 25 pages. Each table or figure will count as 250 words. Review copies should be submitted as a PDF file or a WORD document, not to exceed 10 MB in size. Text should be single-spaced, using Times Roman 12-pt font. Papers should include both conventional and SI units, the primary unit being the author's preference. The final paper will be submitted as a WORD document not to exceed 10 MB in size.

Each selected paper will be reviewed by members of the Technical Program Subcommittee of the Conference Steering Committee. Final selection will be made after the completed papers have been reviewed. All papers selected for presentation at the conference will be distributed to conference attendees on a CD and as part of the printed conference proceedings.

Paper/abstract/presentation submission due dates:

March 1, 2007	Abstracts due (one page)
March 15, 2007	Authors notified of abstract acceptance
April 15, 2007	Completed papers due for review (MS WORD or PDF)
June 1, 2007	Review completed; authors notified of final disposition of their papers
July 1, 2007	Electronic versions of final papers due (MS WORD)
September 15, 2007	Electronic versions of presentations due (MS POWERPOINT)

All first authors will need to register by July 1, 2007, for their papers to be included in the final program. In addition, presentations (MS PowerPoint) must be received by September 15, 2007, to be included in the final program, without any exceptions. No presentation substitutions or modifications will be permitted on site.

REGISTRATION DETAILS (all fees are in U.S. dollars)

	Early (by July 15, 2007)	Late (after July 15, 2007)	Very Late (after September 30, 2007)
General registration	275	325	375
Government agencies (U.S. only)	225	275	325
Authors and academia	225	275	325
Students	175	225	275
Spouses	150	200	250
Exhibitors (one free registration)	1,200	1,500	1,750

The registration fee includes the reception on Tuesday evening; breakfast on Wednesday, Thursday, and Friday; lunch on Wednesday and Thursday; dinner on Wednesday; and breaks.

Updated information related to the conference and online registration is available at
<http://www.fhwa.dot.gov/pavement/concrete/2007CPTPconf.cfm>

CONFERENCE VENUE/HOTEL

The conference will be held at the Westin Atlanta Airport hotel, located within minutes of Atlanta's Hartsfield-Jackson International Airport. The conference room rate is \$134.00 (approved Federal rate of \$124.00 for U.S.-based government agency staff), single or double, plus applicable taxes (currently about 15 percent). The group reservation code for the discounted hotel room rate is "Concrete Pavement Conference." Additional hotel details and other local area information will be provided in the next release of this announcement.

CONFERENCE STEERING COMMITTEE

Shiraz Tayabji (CTLGroup) (Chair), Angel Correa (Federal Highway Administration), Mohamed Elfino (Virginia Department of Transportation), Georgene Geary (Georgia Department of Transportation), Wouter Gulden (American Concrete Pavement Association – Southeast Chapter), Kurt Smith (Applied Pavement Technology, Inc.), Paul Tikalsky (University of Utah), Sam Tyson (Federal Highway Administration), Jeff Uhlmeyer (Washington State Department of Transportation), Leif Wathne (American Concrete Pavement Association), and Seungwook Lim (CTLGroup) (Secretary)

SUBMIT PAPER ABSTRACTS TO:

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